

## Official and Classified ADVERTISEMENTS

Continued from page 15

### ENGINES FOR SALE

ONE brand new Gardner 8LXB marine engine complete with Twin Diesel hydraulic Rev/Hed gearbox type M/G600 2.65:1 controls and installation equipment. Immediate delivery. List price one. Telephone: 081-865 2241 business hours.

GARDNER, Ford, BMC and other marine engines, over 50 units new, rebuilt, secondhand in stock. 3-4000hp at sensible prices. Send for price list. Havelthorpe Engineering, Drayton Mill, Nr Abingdon, Oxon. Telephone: 547.

NEW and reconditioned BLMC 1.5, 1.8, 2.2, 2.5 new and reconditioned 415, 510 and 6400, 1300 new PRN gearboxes to each unit. Diesel Marine, Riverside Estate, Brundall, Norfolk. Tel: 5111. Telephone: Norwich 12341.

GENERATOR diesel 4.5 KVA A/C 240/110V 235, 2.5 KVA Petrol diesel 240/110V 235. Diesel pump & cylinder VPH Ruston recond, guaranteed, c150, details. Telephone: 01-417 6343.

PERKINS 4.107 marine diesel engine, hydraulic gearbox, more complete, unit has run only six hours from new, can be seen running. Telephone: Mablethorpe 2250.

GARDNER 8LXB engine and gearbox, good running order, best offer, telephone Portland 820328.

SKAULL outboard engines, all models, off the shelf, for immediate delivery by most convenient transport. Full range of spare parts also available from stock at Dunce's Supermarket, 40 West Nile and 7 Scotland Street, Glasgow. Telephone: Hayling Island 5260.

2 hp. Petter diesel water cooled, complete with dynamo fuel tank, clutch and universal couplings, ideal for winch, remote transmission etc. c150 on. Telephone: Hayling Island 5260.

SUZUKI outboard engines, economical, rugged, reliable, exceptional performance. Lowest prices. Range 41, 7, 9, 14, 16 and 25hp, examples 25hp c240, 16hp c483, 9hp c301, inc. val, delivered. Remote controls stocked, complete with any other makes offered. Illustrated details. Tredwinda, Remsey, IOMan.

ROLLS ROYCE 170hp 3:1 reduction, Twin Diesel 3:1 power take off, complete stern gear removed from vessel, can be seen running, immaculate condition. Contact: B. J. Ralge, Fish Salesmen, Newlyn, Penzance. Telephone: 3107.

### RECONDITIONED MARINE DIESEL ENGINES MAKE SENSE

GUARANTEED Engines at almost half the price of new engines, 30-150hp.

OR build your own from high quality marinization parts.

For details:

VIKING MARINE INTERNATIONAL

PLAIN ROAD, FOLKESTONE, KENT. Telephone: 57127. Telex: 955581.

42hp Thornycroft RTR4 2:1 reduction, overhauled, c130. Bagn, Hightown, St. Martin, Isle of Scilly.

Blackstone 18 ERS 1200hp 1800 rpm Blackstone 12 ERS 1000hp 370 rpm Blackstone 8 ERS 600hp 700 rpm Blackstone 6 ERS 400hp 700 rpm Blackstone 4 ERS 200hp 700 rpm Blackstone 2 ERS 100hp 700 rpm Blackstone 1 ERS 50hp 700 rpm Reconditioned to class, if required.

Diesel generator DC 220 volts to 225 kW AC to 1000 KVA

Watson & Co. (Ryton) Ltd. Brooklands Works, Craghead, Stanley, Co. Durham. Telephone: Stanley 2833.

POYAUD 230hp 8VPM, all parts available, except crankshaft. Also gearboxes fully reconditioned by makers 1976 coating c2,500. Contact: Rawling & Co., The Docks, Milford Haven, telephone: 2395.

LISTER air cooled diesel engine 8.75hp direct drive including exhaust silencer, flexible couplings, 110v electric start, 93 hour running only, larger engine being installed in vessel, 1200. Telephone: Whitby 3547 or 2760.

NEW Lister two cylinder, air cooled engine 8.75hp 13 hp 2:1 reduction, 12v electric start, LHP pump, Dry silencer, 17 in. x 11 in. LHP propeller, 1818 ex. works Johnson & Lago, Leigh-on-Sea 10702 706391.

One RSG KELVIN ENGINE

180 hp, factory overhauled August 1975, complete with gearbox, propeller and shaft. All spares in stock. Contact: B. J. Ralge, Fish Salesmen, Newlyn, Penzance. Telephone: 3107.

SEA SURVEYS, 25 North Road, Bristol BS6 6AD. Prompt professional surveys, valuations and advice on new safety and other rules. All types, anywhere. Bristol 43322. (24 hours).

FOR HIRE

1-20 men liferafts, Liferaft Hire Co., 14 Chapel Road, Tiptree, Essex CO6 6RA. Tiptree 515648.

### OFFICIAL NOTICE

SHELL Exploration and Production hereby notify and advise fishermen, skippers and/or others engaged in operating seagoing craft, of pipe-laying operations presently in progress along a line approximately from Firths Voe in Shetlands, Brown and Root Barge 316 is continuing dredging operations and positions at 0800 hours 24th May 1976

80 deg. 31' 55" North  
00 deg. 43' 24" West

The barge has anchore with buoys on a pennant set at 5000 ft. all around. All vessels are requested to give maximum clearance.

### PUBLICATIONS

#### ECHO SOUNDERS—FISH FINDING

Booklet of questions and answers by John Burgess and list of suppliers. £1.50 posted from: M. E. Publications, 6 Quay Street, Woodbridge, Suffolk IP12 1BX.

### MISCELLANEOUS

HOLIDAY cottage near river three completely modernised wing of 17th century farm house, bedroom two single, 3rd if required, lounge, bathroom, kitchen, full details Penwood Farm, Woodlands, Glastonbury, Somerset.

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

Beaufort Liferafts OIRKENHEAD

Tel. 051-862 8151 (10 lines) Telex: 82478

WANTED

WANTED 15 x 14, 15 x 13 or 12 x 11 propeller 11in. shaft, 2 Turner, 14 London Road, Ramsgate, Telephone: Thanet 53853 evening.

WANTED hearing aid, see quantity. Telephone: Wat 2065.

WANTED

Wanted: 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

WANTED modified rule to from Ford 410 to take Austin 1300 new P.H.H. Telephone 54701

WANTED 12v radio and set gear for MPV, telephone 045 54701 or write 189 Windsor Road, Oldham, also life raft and auto lift

VOLVO PENTA

THE BEST THAT LIFERAFTS CAN BE THEIR REPUTATION 75hp-324hp

# fishing news

June 4, 1976

No. 8279

Est. 1913

12p

Diesel engines from 200 to 10,000 bhp  
MIRRELES BLACKSTONE DIESELS

# PEACE-ON ICELAND'S TERMS

CLUTCHING WHAT he called a "commonsense and practical agreement", Foreign Secretary Anthony Crosland arrived back from Oslo this week with a deal which has scythed the British trawler fleet at Iceland in half.

"Sell-out" and "surrender" were the words being used to describe the deal in Hull, Grimsby and Fleetwood, which between them are facing the loss of 9,000 jobs. But it was none of these things, said the director-general of the British trawlers' Federation Austin Laing — "It was an absolute give-away".

The industry will now be asking the Government for up to £30m. in compensation, said Mr. Laing. "These people are being made redundant, not because of Britain's economic plight or because of the industry's inefficiency."

"They are being made to pay the price for Iceland's mismanagement of her economy and we have a right to be compensated," he said.

As details of the agreement — which allows 24 trawlers at any one time on the grounds — became clear, a bitter backlash of opinion was building up against Mr. Crosland's handling of the situation, especially in Grimsby which he represents

in Parliament. But if Mr. Crosland was satisfied that he had got the best deal possible, the MP for Hull, West, James Johnson, was not.

"I refuse to be any party to this," he told *Fishing News*. "It's a disaster and the life of Hull as a trawling port is in jeopardy."

Turning to the future, Mr. Johnson said that now is the time to strike out in new directions if we want to save part of the fleet.

"While I back the plea for compensation, I want an alternative to go into a small, state-owned fleet of around 10 trawlers to probe the South Atlantic."

"We have a ready-made base in the Falkland Islands and we should use it. But I am not advocating complete nationalisation of the fishing industry," added Mr. Johnson.

"It is a sell-out by the British Government — an agreement at any cost — regardless of how many people it puts out of work," said Skipper Tom Nielsen.

secretary of the Hull Trawler Officers' Guild. "It would seem that the retention of Keflavik as a Nato base has come before the livelihood of British fishermen."

"Already we have had about 30 Hull trawlers scrapped or laid-up since the beginning of 1975, and now I estimate that a further 6,000 people will be out of work from either sea-going or shore jobs. For every man at sea, five people ashore get a livelihood."

"So far our Guild has lost over 100 members in a year and the prospects for future fishing off Iceland, after the short agreement ends, are practically nil."

A stunned Grimsby saw the deal in terms of only a complete sell-out and surrender by the Government. With the

port's 34-strong distant water fleet (five vessels are presently withdrawn) likely to be sliced in half, there was a feeling of abject gloom and despondency among hundreds of trawlermen now certain to flood onto Grimsby's already saturated employment market.

Many fishermen were outraged by Mr. Crosland's actions as MP for the town and he has clearly lost much support. A minority felt he had been 'led like a lamb to the slaughter' and was only picking up the pieces of botched earlier attempts to solve the

dispute. For the owners, Don Lister of Consolidated Fisheries told *Fishing News*: "The terms are much worse than it had been feared. 'We started negotiations like lions and finished like lambs. We came out it very badly.'"

"It is a so-called kick in the stomach, but somehow we must adapt ourselves. We must insist on an exclusive limit around our coastline to safeguard British interests. This is most important to the future of the industry."

Another company continued on page 5

## ...labour cut-backs start

MOVES are being made at Grimsby to reduce the port's 280-strong lumper force.

Recently fishing vessel owners met the men's union, the Transport and General Workers', which agreed to the issue going before the local National Dock Labour Board for discussion.

If the NDLB agree that there is a case for a reduction in the strength of the lumpers, they will then have to ask for volunteers to accept redundancies. The men cannot be made redundant by a decision of the management alone.

It is believed the owners, who have seen the size of their trawler fleet shrink by a quarter over the past two years, are looking for an economy of about 50 men.

Meanwhile the Grimsby Fish Meal Co., which processes offal from the fish

locks and industrial species like sprats and sandeels, is about 25 between next August also feeling the effects of reduced landings at Grimsby. Coupled to plans to introduce new machines, the

company expects to reduce its manning commitments by about 25 between next August and October. The company is reduced landings at Grimsby. In most of the redundancy

involvement will be voluntary. See page three.

processes offal from the fish

locks and industrial species like sprats and sandeels, is about 25 between next August also feeling the effects of reduced landings at Grimsby. Coupled to plans to introduce new machines, the

company expects to reduce its manning commitments by about 25 between next August and October. The company is reduced landings at Grimsby. In most of the redundancy

involvement will be voluntary. See page three.

processes offal from the fish

locks and industrial species like sprats and sandeels, is about 25 between next August also feeling the effects of reduced landings at Grimsby. Coupled to plans to introduce new machines, the

company expects to reduce its manning commitments by about 25 between next August and October. The company is reduced landings at Grimsby. In most of the redundancy

involvement will be voluntary. See page three.

processes offal from the fish

locks and industrial species like sprats and sandeels, is about 25 between next August also feeling the effects of reduced landings at Grimsby. Coupled to plans to introduce new machines, the

company expects to reduce its manning commitments by about 25 between next August and October. The company is reduced landings at Grimsby. In most of the redundancy

involvement will be voluntary. See page three.

processes offal from the fish

locks and industrial species like sprats and sandeels, is about 25 between next August also feeling the effects of reduced landings at Grimsby. Coupled to plans to introduce new machines, the

company expects to reduce its manning commitments by about 25 between next August and October. The company is reduced landings at Grimsby. In most of the redundancy

involvement will be voluntary. See page three.

processes offal from the fish

locks and industrial species like sprats and sandeels, is about 25 between next August also feeling the effects of reduced landings at Grimsby. Coupled to plans to introduce new machines, the

company expects to reduce its manning commitments by about 25 between next August and October. The company is reduced landings at Grimsby. In most of the redundancy

involvement will be voluntary. See page three.

processes offal from the fish

locks and industrial species like sprats and sandeels, is about 25 between next August also feeling the effects of reduced landings at Grimsby. Coupled to plans to introduce new machines, the





Above: Peterhead lifeboat in position for the ribbon cutting after the speeches. Left: Princess Alexandra meets guests inside the new fish market extension. A large crowd attended the opening which was held on Thursday last week.

## More space at Peterhead PRINCESS OPENS PORT EXTENSION

### COMMENT

FOLLOWING MR. CROSLAND'S dismal performance on behalf of the British deepsea fleet in Oslo, we will now be catching fish off Iceland at the rate of 30,000 tons a year. When it is remembered that our catch in these waters has traditionally run at 180,000 tons, Iceland's claim that she has won the cod war is for once justified.

Great play has been made of the fact that our trawlers will now be able to take an unlimited amount of fish, but this does not take into account that our trawlers cannot go inside the 20-mile line, within which, are some of the richest fishing areas.

The deal also appears loose enough for the Icelanders to still pull a few tricks. Zones can be closed without prior British approval for three days on conservation grounds and trawlers can be apprehended and a support ship called if there is any suspicion of an infringement of the agreement.

On shore, the implications of the deal are immense; none more so than for Fleetwood, which relies on Iceland for 70 per cent of its fish supplies. The port is now jeopardised to the point where it could well disappear as a major landing base. On the Humber, it is now going to be questionable as to whether two major ports will be needed. One effect the agreement will have, is to further accelerate the division of Hull and Grimsby as frozen and wet fish centres.

The expected move by Humber trawler firms is for them to base their wet fish trawlers in Grimsby, while Hull will become virtually a cargo port; its only contact with fishing being the discharging of frozen fish. A sad end not only for the trawler industry, but also the merchants who have only just set up shop on the new docks.

Perhaps now, Fisheries Minister, Fred Peart, will be ruefully reflecting on his stirring words about the future of the port when he opened the new dock in Hull just a few months ago. It would seem now, that the money his Government provided for this project, would have been better used in paying compensation to an industry, which it is not prepared to defend.

### fishing news

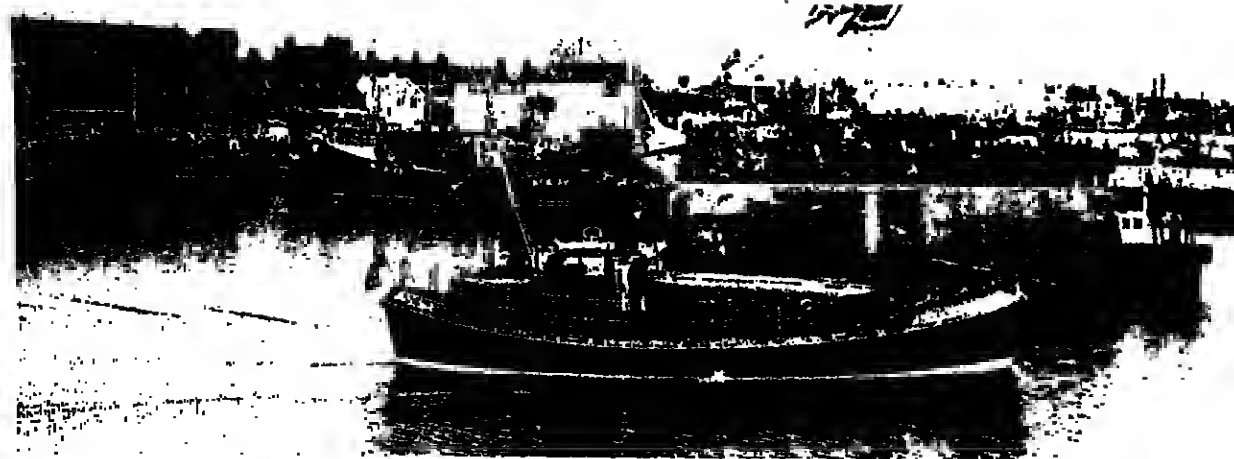
Editor:  
Harry Barrett  
Assistant Editor:  
Ian Strutt  
Scottish Correspondent:  
Gloria Wilson

Advertisement Director:  
Fred Purcell

Managing Director:  
W. A. Cathles

Published weekly.  
Postal subscription rate  
£7 per annum  
£7.50 overseas  
Registered as a newspaper at  
the Post Office.

110 FLEET STREET,  
LONDON EC4A 3JL  
Telephone: 01-353 8861



A MAJOR step forward in the development of Peterhead as a fishing port was marked on Thursday last week when H.R.H. Princess Alexandra officially opened a £1m extension to the harbour and fish market.

With one million boxes of fish worth close on £10 million being put ashore last year, Peterhead is now firmly established as the leading fresh fish port in the UK. During the first four months of this year the value of landings has been almost twice that of the same period in 1976.

Today, the port is base for about 330 vessels and even more are expected to start landing there soon, attracted by excellent facilities and encouraging market prices.

Peterhead's rise to prominence began late in 1970 when seine net skippers began a boycott of Aberdeen. As landings have increased steadily over the years, Peterhead harbour trustees have done all in their power to provide skippers with good facilities and make them feel welcome.

As more and more boats began to land catches, it became obvious that extra berthing space and better market facilities were essential. Work on the extension

has begun about three years ago. The scheme has involved deepening and re-shaping the north basin of the North Harbour, building on extension to the existing fish market at Greenhill and laying a new access road.

The development provides an extra 1,400 ft. of quay space and an additional 2,400 sq. yards of market area. Main contractors for the work were Wm. Tawse Ltd. of Aberdeen, and the consulting engineers were Wallace, Stone and Arcades (C.E.) of Edinburgh and Glasgow.

Financial assistance for the work, by way of a grant from the Department of Agriculture and Fisheries, Scotland.



Below: Princess Alexandra makes her speech during the official opening ceremony.

## 'CLABEN' SOLD

CLABEN, the first steel purse seiner built in Scotland for the Scottish fleet, has changed hands but will continue to be based at Peterhead.

Built in 1969 by the Renfrew yard of Hugh McLean and Sons Ltd. for Skipper James Lovie and partners, the trawler, named Claben, has a beam of 22ft. 6in. She is powered by a Lister Blackstone 495 hp engine and has low pressure winches and a triplex power block.

In addition to purse seining for herring she has undertaken fly-dragging seining for white fish, but has been laid-up for several months. Some time ago Skipper Lovie came ashore to take up an appointment as chief executive of the Scottish Fishermen's Organisation.

Claben has been bought by Skipper J. S. Nicol and others in association with J. Marr

(Aberdeen), and has been renamed *Responsive*.

Skipper Nicol was formerly mate aboard Skipper David John Forman's seine netter *Responsive*, and the two vessels are expected to work together white fish pair trawling, in addition to fishing separately as seine netters.

At present *Responsive* is in Arbroath to be fitted with a new combination high pressure seine and trawl winch from the Northern Tool and Gear Co.

The trawl drum, with capacity for 800 fathoms of 14in. wire, will be located forward of the seine barrels and the winch is fitted with worm and worm wheel drive. Hydraulic power will be provided by a Downson variable displacement pump driven from the fore end of the main engine through a cone clutch and 31-step-up gearbox. The pump will deliver oil to a Downson high speed and low torque

motor fitted on the winch.

An unusual feature of *Responsive* is her rotating cylinder rudder originally developed by the National Physical Laboratory and designed, manufactured and installed on the vessel by the Glasgow firm of Y&A Ltd.

Performance trials of the rudder were then carried out by the White Fish Authority for the Herring Industry Board.

Basically, the rudder consists of a vertical cylinder placed at the leading edge of the boat's rudder. When the rudder is at an angle of more than 35 degrees, the cylinder is rotated by a motor. The rotation permits good fluid flow across the rudder for angles up to 90 degrees.

Greater manoeuvrability at low speeds is achieved and the rudder acts as a side thruster, which is of particular advantage when purse seining.

work, by way of a grant from the Department of Agriculture and Fisheries, Scotland.

Princess Alexandra welcomed to Peterhead Maitland Meckie, Lieutenant of Aberdeen, and John D. Buchan, Chairman of Peterhead Harbour Trustees.

Following an informal luncheon attended by guests, the Princess made to the opening ceremony of the fish market.

Among guests on the platform were Deputy Henderson, SNP MP for Aberdeenshire, and Mr. Arthur Buchan, Mr. J. Buchan, and Mr. J. S. plus Supt. James Nicol of the Peterhead Museum.

In his opening speech, D. Buchan said this was the happiest day Peterhead has ever known. The town is very proud of its fishermen.

However, he warned that although Peterhead has a new 'almost on the coast' in view, its future could be very bleak indeed if territorial fishing limits are not extended — also if indiscriminate over-fishing is not curbed by foreign vessels allowed to continue.

Princess Alexandra, at the improvement in the port has increased the port's importance.

Peterhead lifeboat and into the new basin and moorings, John Buchan, ribbon stretching from the fish market to the quay.

£100,000 'KESTREL' ON THE DAY Princess Alexandra officially opened Peterhead's extension to the fish market on Thursday last week. The new extension, which will cost £100,000, was built by the Glasgow firm of Y&A Ltd.

An 80ft. steel structure, built by the Glasgow firm of Y&A Ltd., the extension will provide an extra 1,400 ft. of quay space and an additional 2,400 sq. yards of market area.

The extension will be built by the Glasgow firm of Y&A Ltd., the extension will provide an extra 1,400 ft. of quay space and an additional 2,400 sq. yards of market area.

The extension will be built by the Glasgow firm of Y&A Ltd., the extension will provide an extra 1,400 ft. of quay space and an additional 2,400 sq. yards of market area.

## SEINER RECORD HITS £10,000

ON TUESDAY the 88ft. long Hull-based Rosenberg set a new anchor seining record for the Humber by making £10,000.94p for 471 kits caught in a 17-day North Sea voyage.

The grossing would have been even larger if 18 kits of pellicle had not remained unsold. In all there was a turnover of 47 kits of flat fish and 424 kits of other varieties, mostly codstuffs.

Rosenberg, a wooden-hulled vessel built in Denmark three years ago, is commanded by Skipper Vagn Dom, who beat by £1,794.54 the previous Boston company seiner record which brother, Egon, set on October 20 last year with the firm's *Christiansborg*.

This vessel's record was £3,206.40 for 384 kits, including 364 kits of flat fish. When Rosenberg broke the record Skipper Vagn Dom had with him a crew of three,

including his 16-year-old son, Stephen, on his first working trip.

Usually, two other sons — Tony (20) and Peter (17) — sail in the vessel but both were ashore on holiday.

After the new trip record was set up, Skipper Vagn Dom joined in a small celebration attended by Sir Basil Parkes, Boston's chairman, Neil Parkes, deputy

chairman, and Mr. A. Scotland, the company's Hull trawling manager.

CUMMINS Diesel Sales & Service Ltd. (CDS & S), national distributor for Cummins Engines, has opened a new depot for sales, parts and service at Burcott Road, Severnside Trading Estate, Avonmouth, Tel: 7811.

Boats give meal plant a miss... WITH the local fleet shunning industrial fishing for sanderles, the Grimsby Fish Meal Co. has been further hit by the apparent failure of foreign vessels to use its facilities at Grimsby.

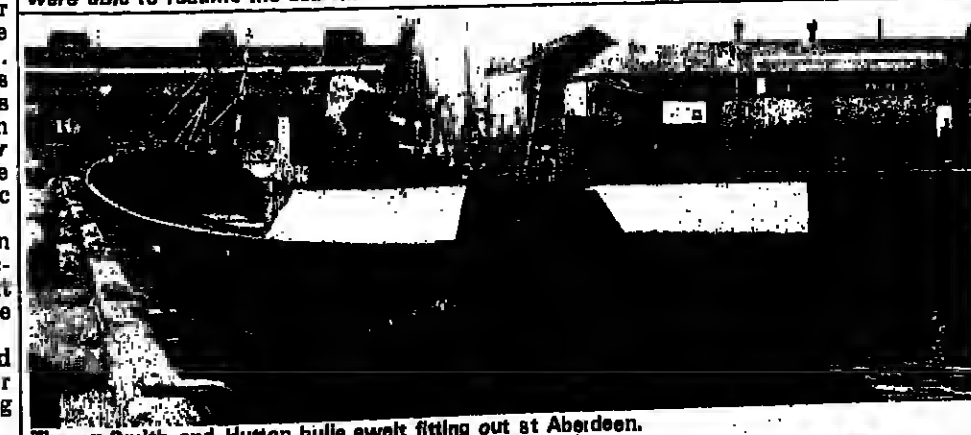
So far only five vessels have landed anything at all from huge fleets of Danish and Norwegian industrial trawlers scouring the main fishing grounds in the North Sea.

Normally, as a matter of course, fairly large numbers of these vessels could be expected to make at least one journey to Grimsby.

But this summer — in spite of the warm weather — the fish have failed to show up in quantity. Catches have been so small all round that any boat with much fish has invariably returned to their home port, as prices on the Continent are appreciably larger than in Britain.

Two Norwegian vessels which did call at Grimsby with 218 tonnes between them last week confirmed the fishing for sanderles was very bad. They had only put into the Humber port because one of the great vessels, the stern trawler *Nordhav*, had picked up a rope around her propeller.

*Nordhav* arrived under tow from Gudmundur, which landed the lion's share of the catch with a turnover of 162 tonnes. Agent Tom Sleight (F.S.) Ltd. arranged for a diver to free the propeller on *Nordhav* and, after a two-day stop, both vessels were able to resume the search.



The ex-Smith and Hutton hulls await fitting out at Aberdeen.

## Lewis fits out two idle hulls

TWO POCKET trawlers ordered from boat-builders Smith and Hutton of Dundee before the firm went into liquidation are now to be completed at the Aberdeen shipyard of John Lewis.

The two vessels, numbered 154 and 155, the vessels are to be named *Glen Arzney* and *Glen Forg* and will be traditional Aberdeen pocket trawlers arranged for side stowage. They have a raked stern and transom stern.

The hulls and basic superstructures, built at the Middleburgh yard of Tees Marine Services Ltd. under sub-contract to Smith and

Hutton, have now arrived at Aberdeen. The news of the contract was given to *Fishing News* by J. Watt (Aberdeen) Ltd.

They have an overall length of 88ft., registered length of 77ft. 9in. and beam of 22ft. and will have similar equipment.

The main engine is a Mirreless Blackstone 700 hp at 700 rpm and the unit will drive a fixed-pitch propeller through a Mirreless gearbox of 24:1 reduction ratio.

Two Gardner 6LX auxiliary engines, each driving a 35 kW Newage alternator

will be fitted to the boat. One of the auxiliary engines will drive the hydraulic pump for the trawl winch, while the other will provide power for a don blower and general service pump.

Some 24 tons of fuel oil will be carried in wing tanks in the engine room and after a peak fresh water will be carried below the forenoon.

## Show a year at Aberdeen

ABERDEEN is to have an annual fishing exhibition. This move follows the big response to the Catech '76 show being staged in the port from September 18-21.

The organisers of the show, Eagle Exhibitions, says that this decision "reflects the confidence of fishing equipment suppliers in the stability and long-term future of the industry, despite all the problems with which it has to contend at present."

"It also displays a clear recognition of the fact that Aberdeen, with the adjacent north-east coast ports, is the centre of Scotland's major commercial fishing activities even though, in the public in general, the local emphasis may appear to be on oil."

Bookings have far exceeded original expectations, which are now seen as having "been on the conservative side". The whole of Hall A — the exhibition area originally visualised — has now been booked and space enquiries are still coming in for the additional 10,000 sq. ft. of floor made available by the extension into a second hall.

At least 14 main engine manufacturers have reserved space and 15 suppliers of marine electronic equipment will be appearing.

### OBITUARY

FORMER Milford Haven skipper, Albert Wiseman, has died in a Plymouth hospital at the age of 64.

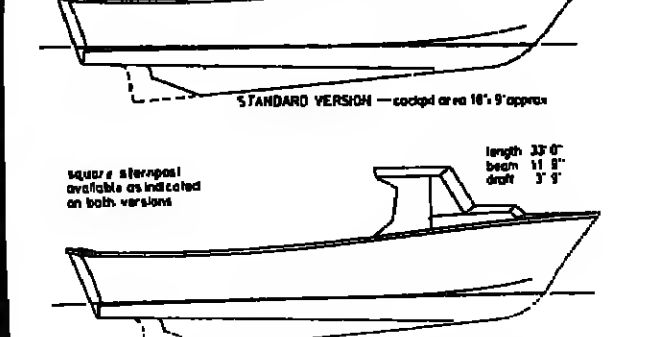
He was born at Milford Haven and gained his skipper's ticket while sailing from the port. He commanded several of the port's vessels until he left the local industry and moved to Torpoint, Cornwall.

At Torpoint he became a member of the local town council. He leaves a wife, one son and four daughters.

## LOCHIN MARINE

ROCK CHANNEL RYE SUSSEX Telephone: Rye 3724

Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.



STANDARD VERSION — cockpit area 16' 9" approx.

WIDEBOAT VERSION — cockpit area 19' 11" approx.

Designer: Robert Tucker, A.R.I.N.A.

BARF HULL WEIGHT: 2,300 lbs. Approx.

Part fitting out available. Details on request

AS SHOWN AT CATCH '76.

FAST • STABLE • SEAWORTHY

The choice of professionals who know the eee end demand the best.

## BOAT OWNERS!

Have You A Propeller Problem?

F. A. L. SCOTTISH PROPELLER SERVICE

BUCKIE

SPECIALISE IN RECONITIONING ALL MARINE PROPELLERS and will REBUILD and REBET the PITCH of ALL SIZES of PROPELLERS up to 18ft. diameter. SPECIALISE IN REPAIR of PROPELLER SHAFTS. SUPPLIER OF NEW PROPELLERS. MAKER and SUPPLIER of SMALL STERNGEAR.

F. A. L. Scottish Propeller Service

MARCH ROAD, INDUSTRIAL ESTATE, BUCKIE

BANFFSHIRE

Telephone: Buckie 32185 (Day); 31422, 31508 & 32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)

32931 (Night)



# Information and where to get it

"I AM going to start a lobster and crab business (catching) and I would like as much information as possible about storing crustaceans."

"What size of tank is best to keep them in? Should tanks be filled with sea water and should it be kept at a particular temperature?"

"Has the water to be changed regularly and is it necessary to install pumps for the purpose? How much space does each lobster need?"

"I should be grateful for answers to these questions and any other advice you can give me about storage."

I could make an attempt to answer your questions but you could obtain far more authoritative answers, and far more expert advice than any I can give you, from the directors of the MAFF Fisheries Laboratories at Remembrance Avenue, Burnham-on-Crouch, Essex, and Castle Bank, Conway, North Wales.

One of the reasons why establishments like these are in existence is to help people with problems like yours to find the latest and best solutions to them.

Since it seems, from regular inquiries I receive not only about storage but about processing fish, availability of grant and loans, and such matters, that many readers may not be aware of their existence, location or functions, I will tell you briefly where they are and what they do so that you and other readers may know where to get the most expert advice in future.

## John Burgess' Log



The staff of the Burnham-on-Crouch Fisheries Laboratory undertakes studies of crustacea and molluscs of commercial importance, and of methods for reviving declining oyster fisheries.

Other special interests are: development of mussel cultivation and assessment of the extent of exploitation of stocks of lobsters and crabs; research into methods of bacteriological examination and cleansing of shellfish; sanitary condition of shellfish producing areas; precautions necessary to eliminate risks to public health from marketing and consumption of shellfish; marine pollution including the effects of oil and all problems connected with oyster, shrimp, cockle and crab fisheries.

Principal interests of the staff at Conway are culture of oysters and prawns; research into all aspects of lobster

production; research on mussels and development of mussel fisheries.

The director of fisheries research is responsible for work carried out at both the Burnham and Conway laboratories as well as that carried out by staff of the Ministry of Agriculture, Fisheries and Food's principal fisheries laboratory at Lowestoft, Suffolk.

There, research work is divided into five main sections — biology, demersal fish, pelagic fish, hydrography, and fisheries and fishing gear.

If you were to have a query, therefore, about the design and behaviour of some kind of fishing gear, reactions of fish to it, or about a fishing method of one kind or another, the person to address it would be the Officer-in-Charge of the Gear Research Unit.

The director of fisheries research is also responsible for work carried out by the staff of a Radio-biological laboratory at Hamilton Dock, Lowestoft, and of a Marine hatchery at Port Erin, Isle of Man.

Work at the latter consists to a large extent of research into the artificial cultivation of flat fish (turbot, sole and plaice).

From time to time leaflets are issued by the Lowestoft Laboratory dealing with all sorts of matters which may be of interest to you.

Titles have included *The Production of Clean Shellfish*, *Lobster Storage and Shellfish Purification*, *The Norfolk Crab Fishery and Cornish Crawfish Investigations*.

So before addressing a query to the laboratory, it might be as well to obtain a list of leaflets available — which, incidentally, are supplied free of charge — and make sure that the answer is not already contained in one or other of them.

If you were to have a query about handling, processing, preservation, storage, transport and/or distribution of fish or shellfish, the most authoritative answer to it would be obtainable from the Torry Research Station, 135 Albany Road, Aberdeen.

Work there is mainly concerned with improving the quality of fish at every stage from catcher to consumer.

Studies are carried out on the properties that contribute to the quality of fresh fish and the changes that take place when fish is processed by freezing, smoking, canning etc. and when stored in wet or processed state.

You might be able to get an answer to it from the Humber

Laboratory in Wessond Street, Hull, an out-station of the Torry establishment, although there staff are mainly concerned with investigating problems encountered in distant water fisheries.

Like the Lowestoft Laboratory, Torry also issues (free) leaflets containing valuable information from time to time.

Its publications are known as Torry Advisory Notes and those like No. 6 — *Processing Lobsters*, and No. 25 — *Catching, Handling and Processing Crabs* contain answers to many of the problems you are bound to encounter in your venture.

Another source of expert information is the Department of Agriculture and Fisheries for Scotland's Marine Laboratory in Victoria Road, Torry, Aberdeen.

Its work is directed towards providing basic information required for regulation and improvement of fisheries, and assisting the fishing industry to exploit them rationally.

Research is carried out on many species of fish, particular attention being paid to herring and haddock. Among subjects investigated are the biology and behaviour of fish in relation to their environment and the design of gear.

A publication called *The Scottish Fisheries Bulletin* is issued twice yearly by the Department. It describes, for the benefit of fishermen, some of the work currently being carried out by staff of the Marine Laboratory. It is obtainable from The Fisheries Secretary, Argyle House, Lady Lawson Street, Edinburgh.

As many questions are put about eligibility for grants and loans, and where they can be obtained, as are posed about technical matters.

The most up-to-date answers to such queries are obtainable from The White Fish Authority or Herring Industry Board, both of whose headquarters are at Sea Fisheries House, 10 Young Street, Edinburgh, or the Highland and Island Development Board, Bridge House, 27 Bank Street, Inverness.

The WFA can provide financial assistance in the form of grants and/or loans to owners, or would-be owners of fishing vessels anywhere in the UK. Grants are made for the acquisition and improvement of fishing vessels and the installation of new engines in existing vessels.

Rates of grant are a percentage of total approved expenditure. Grants are not made for repairs and maintenance. Loans can be provided towards the cost of vessels of less than 100 gross tons. They cannot exceed 50 per cent of the total approved cost.

The HIDS can offer financial and advisory assistance to all sectors of the fishing industry in Shetland, Orkney, Caithness, Sutherland, Ross-shire, Inverness-shire and Argyll.

The Board gives assistance for the acquisition of fishing boats in three ways — through the Fisheries Development Scheme; by assisting the purchase of new dual-purpose vessels; and by helping experienced fishermen to buy good second-hand boats.

LEDU is glad to be



The new Cosalt depot at Kilkeel harbour.

## Net firm's new depot opens at Kilkeel

THE remarkable development of Kilkeel harbour in the last few years has attracted several fish processing plants to back up the work of the 55 trawlers operating from the Ulster port.

Now the well known net manufacturers Cosalt Ltd., established at Kilkeel since 1970, has displayed confidence in the future by building a new depot on the quayside.

This was formally opened on Tuesday, May 25, by John Widdell, Chairman of Local Enterprise Development, Ulster (LEMD).

The new depot replaces a rented store (which will continue to operate) and is needed to cope with increasing business. It is two-storey with 4,000 sq. ft. of space on each floor.

The building is modern, clean-lined and airy with a suite of offices, ranteen and toilets.

From its establishment at Kilkeel, Cosalt has been in the hands of Jim Wilkins, a Fleetwood man with experience of fishing since the age of 17. Jim and his family have dovetailed into the life of the community, playing a helpful part in local affairs.

In opening the depot Mr. Widdell, whose Government-sponsored body has already given grants to hundreds of small, progressive firms (including 17 in the Kilkeel area), said he is impressed by the work done by Cosalt and fully expected that business — and staff — would further increase as a result of the new facilities provided.

Mr. J. M. T. Ross (chairman and chief executive of Cosalt) welcomed guests from many areas of business life in the area.

He congratulated the local manager, Mr. Wilkins, and his staff headed by works manager Jim Hamilton. It was, he remarked, the first such function he had attended for a long time at which the building was finished.

Other speakers included Mr. A. Lockhart, chairman of Newry and Mourne Council, and Mr. K. Storer, manager, Fleetwood and North West (Cosalt).

LEDU is glad to be

associated with the development of a firm like Cosalt which is serving the fishing industry," stated E. Widdell.

Cosalt currently employs five people and hopes to increase this figure by the next two years.

The company, with its headquarters in Grimsby, has been in the fishing industry since 1970 and has developed the production of repair of trawls, four basic types of net manufactured at Kilkeel — fish trawl and a medium trawl, a large fish trawl and a medium fish trawl, and a medium fish trawl and a medium fish trawl.

The netting is supplied from a sister company in Grimsby. The main operation at Kilkeel is to cut, shape and finish the nets. It is the manufacturer of these types of nets in Northern Ireland.

Only days after the Grimsby fish market seemed to be on the mend — with much firmer quayside prices — the port stumbled into another lean spell again last week.

Traditionally the week before the Spring Bank Holiday is rather an indifferent time, but this year the decline in demand was so marked that by last Friday the market had collapsed almost completely. Nearly one-sixth (943 kits) of the day's total landings failed to raise a minimum bid at the auctions and went unsold.

As usual distant water trips bore the brunt of the losses over the week, as what little ground owners had made up during the brief respite in loss-making trips from the week before was swallowed up in a welter of nightmare grossings.

Against only a string of big Faroes and Westery catches by the middle water trawlers kept grossings somewhere near a profitable level. There was an outstanding 14-day mixed Westery trip from BUT's Ross Tiger (Skipper Jimmy Gordon) of 1,398 kits which sold for £21,661.

In addition Ross Civet, Ross Panther, Ross Cheeta, Ross Genet and Taylor's Ogano all topped £17,000, mostly from the prolific Westeries, while even Robison's Samaritan (Skipper Johnny Waddingham) regaled with £14,186 from 1,061 kits (75 unsold) on Friday's "graveyard" market.

The seiners did not escape with 79 unsold, plus punishment from unsold fish, plus a stream, moose, Vale (£12,057 from 938 kits, with 247 unsold), were the most pliant, and the backened to be little short of 35,000.

Berlin Lord Jellicoe (£16,466 from 800 kits), Ross A. M. out at the top for the se- kits) and the gigantic Ross, cond time in three trips, since

LEDU is glad to be

## New Shields pair team

THE North Shields vessels *Kathleen* and *Taarnborg* have linked to form a new pair trawling team and seem set to split their landings between the Tyne and Wear and Grimsby.

Skipper Tommy Scorer, who owns *Kathleen* but will

commend *Taarnborg*, told *Fishing News* the pair would probably work between Grimsby and Shields.

Neither vessel is a stranger on Humber and only a year ago *Taarnborg* was switched to Shields while the Grimsby-registered *Kathleen* had the inshore trawler *Yolande* last year, only a few months after Skipper Scorer bought her from Grimsby owners.

Skipper Raymond Morse will command *Kathleen*. He is a member of the prominent Shields family which has turned out many good fishermen and lately skippered the Boston Group's

*Queen's* REIGN ENDS

THE former BUT steam trawler *Queen* slipped quietly out of the Grimsby fish docks early on May 26 for the last time.

The 677-tonner had been laid up at Grimsby for 15 months and she made her last trip, in a career stretching back to 1949, to an undisclosed breaker's yard under tow from the German-owned tug *Torque*.

*Northern Queen* was one of the first oil-fired steamers built after the war for Grimsby by Cook, Welton & Gemmell Ltd. at Beverley.

Her departure leaves only the steamers *Northern Jewel*, *Northern Sceptre*, *Northern Eagle* (all sold for scrap), *Reval*, *Linca* and *Coldstreamer* (withdrawn from fishing and still at Grimsby) compared with a fleet of 30 working vessels less than two years ago.

ONLY days after the Grimsby fish market seemed to be on the mend — with much firmer quayside prices — the port stumbled into another lean spell again last week.

Traditionally the week before the Spring Bank Holiday is rather an indifferent time, but this year the decline in demand was so marked that by last Friday the market had collapsed almost completely. Nearly one-sixth (943 kits) of the day's total landings failed to raise a minimum bid at the auctions and went unsold.

As usual distant water trips bore the brunt of the losses over the week, as what little ground owners had made up during the brief respite in loss-making trips from the week before was swallowed up in a welter of nightmare grossings.

Against only a string of big Faroes and Westery catches by the middle water trawlers kept grossings somewhere near a profitable level. There was an outstanding 14-day mixed Westery trip from BUT's Ross Tiger (Skipper Jimmy Gordon) of 1,398 kits which sold for £21,661.

In addition Ross Civet, Ross Panther, Ross Cheeta, Ross Genet and Taylor's Ogano all topped £17,000, mostly from the prolific Westeries, while even Robison's Samaritan (Skipper Johnny Waddingham) regaled with £14,186 from 1,061 kits (75 unsold) on Friday's "graveyard" market.

The seiners did not escape with 79 unsold, plus punishment from unsold fish, plus a stream, moose, Vale (£12,057 from 938 kits, with 247 unsold), were the most pliant, and the backened to be little short of 35,000.

Berlin Lord Jellicoe (£16,466 from 800 kits), Ross A. M. out at the top for the se- kits) and the gigantic Ross, cond time in three trips, since

LEDU is glad to be

comment *Taarnborg*, told *Fishing News* the pair would probably work between Grimsby and Shields.

Neither vessel is a stranger on Humber and only a year ago *Taarnborg* was switched to Shields while the Grimsby-registered *Kathleen* had the inshore trawler *Yolande* last year, only a few months after Skipper Scorer bought her from Grimsby owners.

Skipper Raymond Morse will command *Kathleen*. He is a member of the prominent Shields family which has turned out many good fishermen and lately skippered the Boston Group's

*Queen's* REIGN ENDS

THE former BUT steam trawler *Queen* slipped quietly out of the Grimsby fish docks early on May 26 for the last time.

ONLY days after the Grimsby fish market seemed to be on the mend — with much firmer quayside prices — the port stumbled into another lean spell again last week.

Traditionally the week before the Spring Bank Holiday is rather an indifferent time, but this year the decline in demand was so marked that by last Friday the market had collapsed almost completely. Nearly one-sixth (943 kits) of the day's total landings failed to raise a minimum bid at the auctions and went unsold.

As usual distant water trips bore the brunt of the losses over the week, as what little ground owners had made up during the brief respite in loss-making trips from the week before was swallowed up in a welter of nightmare grossings.

Against only a string of big Faroes and Westery catches by the middle water trawlers kept grossings somewhere near a profitable level. There was an outstanding 14-day mixed Westery trip from BUT's Ross Tiger (Skipper Jimmy Gordon) of 1,398 kits which sold for £21,661.

In addition Ross Civet, Ross Panther, Ross Cheeta, Ross Genet and Taylor's Ogano all topped £17,000, mostly from the prolific Westeries, while even Robison's Samaritan (Skipper Johnny Waddingham) regaled with £14,186 from 1,061 kits (75 unsold) on Friday's "graveyard" market.

The seiners did not escape with 79 unsold, plus punishment from unsold fish, plus a stream, moose, Vale (£12,057 from 938 kits, with 247 unsold), were the most pliant, and the backened to be little short of 35,000.

As usual distant water trips bore the brunt of the losses over the week, as what little ground owners had made up during the brief respite in loss-making trips from the week before was swallowed up in a welter of nightmare grossings.

Against only a string of big Faroes and Westery catches by the middle water trawlers kept grossings somewhere near a profitable level. There was an outstanding 14-day mixed Westery trip from BUT's Ross Tiger (Skipper Jimmy Gordon) of 1,398 kits which sold for £21,661.

In addition Ross Civet, Ross Panther, Ross Cheeta, Ross Genet and Taylor's Ogano all topped £17,000, mostly from the prolific Westeries, while even Robison's Samaritan (Skipper Johnny Waddingham) regaled with £14,186 from 1,061 kits (75 unsold) on Friday's "graveyard" market.

The seiners did not escape with 79 unsold, plus punishment from unsold fish, plus a stream, moose, Vale (£12,057 from 938 kits, with 247 unsold), were the most pliant, and the backened to be little short of 35,000.

Berlin Lord Jellicoe (£16,466 from 800 kits), Ross A. M. out at the top for the se- kits) and the gigantic Ross, cond time in three trips, since

LEDU is glad to be



Skipper Raymond Morse of *Kathleen*.

seiners *Nyborg* and *Nordborg* from his home port.

Skipper Morse brought *Taarnborg* down to Grimsby last week to land 120 kits after a nine-day trip to gross £2,235 on a very shaky market.

*Kathleen* and *Taarnborg* set out on their maiden voyage together at the beginning of the week.

ONLY days after the Grimsby fish market seemed to be on the mend — with much firmer quayside prices — the port stumbled into another lean spell again last week.

ONLY days after the Grimsby fish market seemed to be on the mend — with much firmer quayside prices — the port stumbled into another lean spell again last week.

Traditionally the week before the Spring Bank Holiday is rather an indifferent time, but this year the decline in demand was so marked that by last Friday the market had collapsed almost completely. Nearly one-sixth (943 kits) of the day's total landings failed to raise a minimum bid at the auctions and went unsold.

As usual distant water trips bore the brunt of the losses over the week, as what little ground owners had made up during the brief respite in loss-making trips from the week before was swallowed up in a welter of nightmare grossings.

Against only a string of big Faroes and Westery catches by the middle water trawlers kept grossings somewhere near a profitable level. There was an outstanding 14-day mixed Westery trip from BUT's Ross Tiger (Skipper Jimmy Gordon) of 1,398 kits which sold for £21,661.

In addition Ross Civet, Ross Panther, Ross Cheeta, Ross Genet and Taylor's Ogano all topped £17,000, mostly from the prolific Westeries, while even Robison's Samaritan (Skipper Johnny Waddingham) regaled with £14,186 from 1,061 kits (75 unsold) on Friday's "graveyard" market.

The seiners did not escape with 79 unsold, plus punishment from unsold fish, plus a stream, moose, Vale (£12,057 from 938 kits, with 247 unsold), were the most pliant, and the backened to be little short of 35,000.

As usual distant water trips bore the brunt of the losses over the week, as what little ground owners had made up during the brief respite in loss-making trips from the week before was swallowed up in a welter of nightmare grossings.

Against only a string of big Faroes and Westery catches by the middle water trawlers kept grossings somewhere near a profitable level. There was an outstanding 14-day mixed Westery trip from BUT's Ross Tiger (Skipper Jimmy Gordon) of 1,398 kits which sold for £21,661.

In addition Ross Civet, Ross Panther, Ross Cheeta, Ross Genet and Taylor's Ogano all topped £17,000, mostly from the prolific Westeries, while even Robison's Samaritan (Skipper Johnny Waddingham) regaled with £14,186 from 1,061 kits (75 unsold) on Friday's "graveyard" market.

The seiners did not escape with 79 unsold, plus punishment from unsold fish, plus a stream, moose, Vale (£12,057 from 938 kits, with 247 unsold), were the most pliant, and the backened to be little short of 35,000.

Berlin Lord Jellicoe (£16,466 from 800 kits), Ross A. M. out at the top for the se- kits) and the gigantic Ross, cond time in three trips, since

LEDU is glad to be

## Afternoons off at Fraserburgh

AFTERNOON fish sales will be stopped at Fraserburgh during the summer following a meeting between fishermen, salesmen and buyer's representatives.

Only on Friday afternoons will these sales be held to relieve the pressure on Saturday mornings.

The decision has been taken in view of the few boats now using the sales. The request to discontinue the sales came from the buyers who felt they were waiting their time and complained that they had to hang around and retain staff often for nothing.

Should a demand arise for a return of the afternoon sales at the end of the summer, the suspension will be reconsidered.

ONLY days after the Grimsby fish market seemed to be on the mend — with much firmer quayside prices — the port stumbled into another lean spell again last week.

ONLY days after the Grimsby fish market seemed to be on the mend — with much firmer quayside prices — the port stumbled into another lean spell again last week.

ONLY days after the Grimsby fish market seemed to be on the mend — with much firmer quayside prices — the port stumbled into another lean spell again last week.

Traditionally the week before the Spring Bank Holiday is rather an indifferent time, but this year the decline in demand was so marked that by last Friday the market had collapsed almost completely. Nearly one-sixth (943 kits) of the day's total landings failed to raise a minimum bid at the auctions and went unsold.

As usual distant water trips bore the brunt of the losses over the week, as what little ground owners had made up during the brief respite in loss-making trips from the week before was swallowed up in a welter of nightmare grossings.

Against only a string of big Faroes and Westery catches by the middle water trawlers kept grossings somewhere near a profitable level. There was an outstanding 14-day mixed Westery trip from BUT's Ross Tiger (Skipper Jimmy Gordon) of 1,398 kits which sold for £21,661.

In addition Ross Civet, Ross Panther, Ross Cheeta, Ross Genet and Taylor's Ogano all topped £17,000, mostly from the prolific Westeries, while even Robison's Samaritan (Skipper Johnny Waddingham) regaled with £14,186 from 1,061 kits (75 unsold) on Friday's "graveyard" market.

The seiners did not escape with 79 unsold, plus punishment from unsold fish, plus a stream, moose, Vale (£12,057 from 938 kits, with 247 unsold), were the most pliant, and the backened to be little short of 35,000.

As usual distant water trips bore the brunt of the losses over the week, as what little ground owners had made up during the brief respite in loss-making trips from the week before was swallowed up in a welter of nightmare grossings.

Against only a string of big Faroes and Westery catches by the middle water trawlers kept grossings somewhere near a profitable level. There was an outstanding 14-day mixed Westery trip from BUT's Ross Tiger (Skipper Jimmy Gordon) of 1,398 kits which sold for £21,661.

In addition Ross Civet, Ross Panther, Ross Cheeta, Ross Genet and Taylor's Ogano all topped £17,000, mostly from the prolific Westeries, while even Robison's Samaritan (Skipper Johnny Waddingham) regaled with £14,186 from 1,061 kits (75 unsold) on Friday's "graveyard" market.

The seiners did not escape with 79 unsold, plus punishment from unsold fish, plus a stream, moose, Vale (£12,057 from 938 kits, with 247 unsold), were the most pliant, and the backened to be little short of 35,000.

Berlin Lord Jellicoe (£16,466 from 800 kits), Ross A. M. out at the top for the se- kits) and the gigantic Ross, cond time in three trips, since

LEDU is glad to be

## PEACE TERMS

from page 1

spokesman commented: "Iceland has got everything she wanted".

At a meeting of Grimsby Trawler Officers' Guild on Wednesday, it was decided to make an informal approach to the 35,000-strong Merchant Navy and Airline Officers' Association, with a view to a possible amalgamation.

Only on Friday afternoons will these sales be held to relieve the pressure on Saturday mornings.

The decision has been taken in view of the few boats now using the sales. The request to discontinue the sales came from the buyers who felt they were waiting their time and complained that they had to hang around and retain staff often for nothing.

Should a demand arise for a return of the afternoon sales at the end of the summer, the suspension will be reconsidered.

ONLY days after the Grimsby fish market seemed to be on the mend — with much firmer quayside prices — the port stumbled into another lean spell again last week.

ONLY days after the Grimsby fish market seemed to be on the mend — with much firmer quayside prices — the port stumbled into another lean spell again last week.

ONLY days after the Grimsby fish market seemed to be on the mend — with much firmer quayside prices — the port stumbled into another lean spell again last week.

Traditionally the week before the Spring Bank Holiday is rather an indifferent time, but this year the decline in demand was so marked that by last Friday the market had collapsed almost completely. Nearly one-sixth (943 kits) of the day's total landings failed to raise a minimum bid at the auctions and went unsold.

As usual distant water trips bore the brunt of the losses over the week, as what little ground owners had made up during the brief respite in loss-making trips from the week before was swallowed up in a welter of nightmare grossings.

Against only a string of big Faroes and Westery catches by the middle water trawlers kept grossings somewhere near a profitable level. There was an outstanding 14-day mixed Westery trip from BUT's Ross Tiger (Skipper Jimmy Gordon) of 1,398 kits which sold for £21,661.

In addition Ross Civet, Ross Panther, Ross Cheeta, Ross Genet and Taylor's Ogano all topped £17,000, mostly from the prolific Westeries, while even Robison's Samaritan (Skipper Johnny Waddingham) regaled with £14,186 from 1,061 kits (75 unsold) on Friday's "graveyard" market.

The seiners did not escape with 79 unsold, plus punishment from uns



# More sheltered life for purser

**'New look' improves comfort and stability**

Report from:  
**GLORIA WILSON**

THE 85ft. Scottish purser-trawler *Flowing Tide* is now going to sea with a 'Scandinavian look' about her. And this conversion has given the vessel a lot of practical advantages.

Completed last year, her steel hull and superstructure had been built by the Middlesbrough yard of Tees Marine Services Ltd., under sub-contract to Smith and Hutton. She was of traditional layout with deckhouse aft and wheelhouse forward.

Owner and skipper, John West of Gardenvale, noticed that a number of Scandinavian vessels were fitted with full shelter decks extending from wheelhouse to deckhouse and felt that a similar shelter would

be suitable for *Flowing Tide*. He approached naval architects, Napier Co. (Arbroath), to design a shelter and this was fabricated by the Fraserburgh firm of Mitchell's (Fraserburgh) Ltd.

After fishing with the vessel for several months Skipper West has found that the shelter has improved her in a number of ways. It is a great advantage from the point of view of comfort for the crew, as they now work on the main deck under cover.

The most unexpected benefit has been that the vessel's catches keep in better condition. *Flowing Tide* has been trawling for shrimp from Peterhead for a few weeks and Skipper West has been told that her catches are of superior quality to those of other boats

engaged in the same fishery. The shelter deck has kept the sun off the main deck and has also prevented wind circulating in the fishroom and melting the ice.

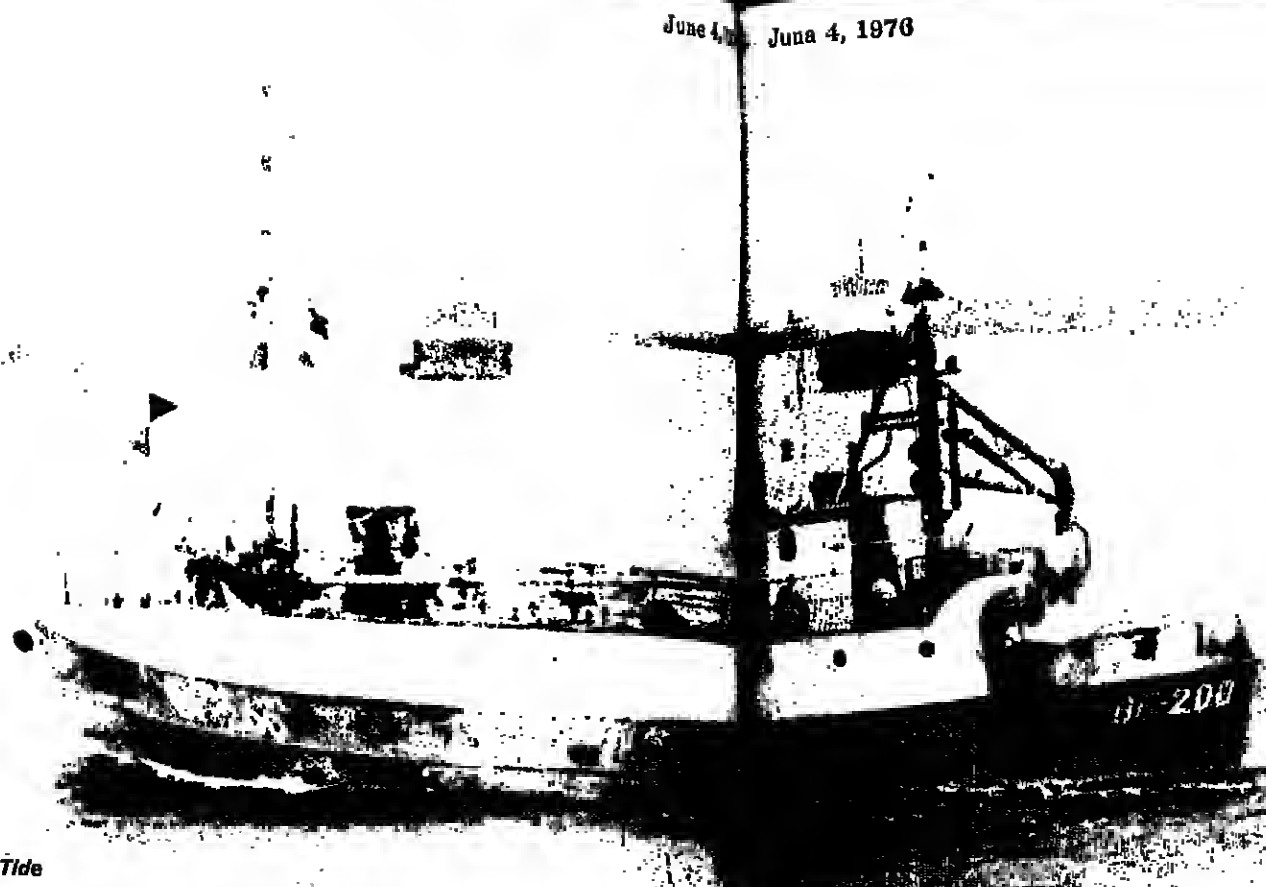
*Flowing Tide*

From the stability viewpoint, it has considerably improved her characteristics in that it has heightened her freeboard and the angle of heel at which her deck would

become immersed. In all conditions her righting lever is longer than that of a vessel of her type.

Basically the righting lever or 'GZ' is the distance between the centre of gravity through which the weight of the boat acts downwards, and the centre of buoyancy through which the buoyancy of the boat acts upwards.

When the boat heels over, these two forces combine to pull her upright again.



*Flowing Tide*

## VESSELS REVIEW

Harmony is based on Freeward Marine's 35ft. hull.

# TWO MEN IN 'HARMONY'

## a new GRP 35-footer

MANY FISHERMEN admired the Freeward Marina 35ft. hull which was exhibited for the first time at the Earls Court Boat Show in 1975. But two Cornish fishermen did more — they bought it.

Now, some 16 months later, they have a completed fishing boat.

The two fishermen, Dick Pollard and Frank Botrell, sold their old boat and while they were fitting out the new hull they got a job, so that they had an income.

The Freeward 35 hull has been purpose designed as a GRP fishing boat/workboat hull and has not been copied from a wooden boat.

It has been constructed to Lloyd's requirements for craft with a speed of 16 knots, and is moulded in a Lloyd's approved factory by Robert Ives Ltd.

The hull has full round sections flattening out to a wide transom. Forward there is a distinct flare to give a fine entry and to direct water and spray away from the hull. Above the water line the flare runs into a knuckle which allows full bow sections for working in a head sea.

Transverse frames are moulded into the hull at 18in. centres with alternate frames stopping at the upper bilge stringer which supports the deck beams. The remaining frames extend above the deck lines to give support to the integral bulwarks. The top stringer line forms a support for the rubbing strake.

Engine beds are formed in GRP with solid timber encapsulated inside. These extend over nearly half the length of the hull amidships and can be sited to suit the engine in use. The pronounced skeg extends for the length of the hull and allows an aperture which can accommodate a 30in. propeller.

In fitting out *Harmony*, as the new boat is named, the two Cornish fishermen have installed a main engine and a wing engine in traditional



Cornish fashion. Both engines are Ford Industrial engines which the owners have modified themselves. In doing so they reckon to have saved about £1500 over the cost of buying similar engines which have been professionally modified.

The main engine is a 110 hp at 2000 rpm. This connects to a PRM gearbox with a 3:1 reduction ratio. This drives a 28in. propeller but initial trials have suggested that this propeller is too small and there are

plans to fit a larger propeller which should give a speed of 8.5 knots.

Freeward Marine recommended a 28in. propeller but the 26in. propeller was fitted for trials because it was available.

The wing engine is mounted on the port side, forward of the main engine, and is a 4-cylinder Ford again fitted with a PRM gearbox; this time with a 2:1 reduction ratio.

Both engines are fresh water cooled and provision is made for a power take-off from the wing engine to drive a Hydema hydraulic pump. This in turn powers the Hydema KB 04 power block which is mounted on the starboard side amidships.

Plans for the future include the fitting of a trawl winch but this will be held over until the boat has earned some money this summer.

The main deck is of larch planks on larch deck beams. This deck runs up to the wheelhouse where the deck level is raised to that of the hullwark to make a flush deck forward. Below this deck is a large storage space as there are no plans or requirement to fit accommodation.

The wheelhouse is offset to port and is entered from a door to starboard. Inside it is sparsely fitted out with a

Atlas 240 Echograph fish-finder to port and the engine and steering controls to starboard. At the aft end there is a small cooker and sink.

Steering is by means of a Wills Ridley hand hydraulic system to the single plate steel rudder. This steering was chosen because of its simple installation.

Fuel is carried in two steel fuel tanks which are mounted at the aft end of the engine compartment. Each tank holds 125 gallons. Access to the engine compartment is both forward and aft, the aft entrance being between the fuel tanks via the fish hold.

The fish hold has not been fitted out yet and this enables the high standard of hull construction to be seen. Access to the fish hold is via a hatch in the deck aft.

The joint owners of *Harmony* are well pleased with their new craft after the initial trials. There is still a certain amount of work to be done but at least the boat is in

shape to fit a larger propeller which should give a speed of 8.5 knots.

Freeward Marine recommended a 28in. propeller but the 26in. propeller was fitted for trials because it was available.

The wing engine is mounted on the port side, forward of the main engine, and is a 4-cylinder Ford again fitted with a PRM gearbox; this time with a 2:1 reduction ratio.

Both engines are fresh water cooled and provision is made for a power take-off from the wing engine to drive a Hydema hydraulic pump. This in turn powers the Hydema KB 04 power block which is mounted on the starboard side amidships.

Plans for the future include the fitting of a trawl winch but this will be held over until the boat has earned some money this summer.

The main deck is of larch planks on larch deck beams. This deck runs up to the wheelhouse where the deck level is raised to that of the hullwark to make a flush deck forward. Below this deck is a large storage space as there are no plans or requirement to fit accommodation.

The wheelhouse is offset to port and is entered from a door to starboard. Inside it is sparsely fitted out with a

Atlas 240 Echograph fish-finder to port and the engine and steering controls to starboard. At the aft end there is a small cooker and sink.

Steering is by means of a Wills Ridley hand hydraulic system to the single plate steel rudder. This steering was chosen because of its simple installation.

Fuel is carried in two steel fuel tanks which are mounted at the aft end of the engine compartment. Each tank holds 125 gallons. Access to the engine compartment is both forward and aft, the aft entrance being between the fuel tanks via the fish hold.

The fish hold has not been fitted out yet and this enables the high standard of hull construction to be seen. Access to the fish hold is via a hatch in the deck aft.

The joint owners of *Harmony* are well pleased with their new craft after the initial trials. There is still a certain amount of work to be done but at least the boat is in

## safety at sea

SOME MONTHS ago I wrote critically about the new DTI rules which required weather-tight doors to be fitted in superstructures.

The problem with these doors is that they are difficult to open and close and, therefore, are going to be left open.

Now a new weather-tight door is coming onto the market which looks as though it might go some way towards solving this problem.

It is a simple, light steel door with a single catch, which is in the final stages of development by the Swedish firm of Hellbergs. This firm specialises in ship's doors to meet various safety requirements.

The door seals onto a silicone rubber seal which is unaffected by sea water and so should have a long life, a failing with many early types of door.

The single handle is simple to operate and the lightweight of the door should make it easy to control when the boat is rolling.

It comes complete with its steel surround and is simply welded or bolted into the superstructure.

This door was shown at IMEX 76, a display of ship's equipment held at Earls Court. A lot of time and effort goes into developing equipment for ships and some of this has application in smaller boats.

One such device is a flexible sheathing designed to enclose the high pressure fuel lines on a diesel engine.

A leak in these lines could soon cause a fire or explosion, and this sheathing is a Lloyd's requirement for un-manned engine rooms on ships.

The sheathing is a lightweight, corrugated stainless steel tube which completely encloses the fuel pipe.

If there is any leak, the fuel collects between the sheathing and the pipe and finds its way down to special drainpipes which lead the leaking fuel to a container. A float switch in the con-

tainer can be connected to either an alarm or engine shut-off. The sheathing is made by United Flexible Metallic Tubing Ltd.

There is always the risk of damage to an engine not being watched. The first indication of trouble may be expensive noises from the engine room. If the weather is but the loss of engine power can lead to greater problems.

Oil pressure and water temperature gauges and alarms can give warning of problems, but the damage may be done before you stop the engine.

### Warning

An American device, the Sentinel, now being marketed in this country by R. D. Fielder Marine Ltd. of London, not only senses the temperatures and pressures but, if there is any change from normal, it will also stop the engine.

Stopping the engine could be embarrassing if you are just entering harbour at the time, but the Sentinel can be adapted to just slow the engine to idling in the event of

trouble. This will usually prevent major damage. Alternatively, it can be made to sound an alarm or simply flash a light.

Although the standard Sentinel system only covers oil pressure and water temperature, there is a third sensor which can be fitted into the system which will indicate water loss.

This was the subject of last month's column and the immediate fire and flooding hazard, which can result from a pipe fracture or leak, would warrant the fitting of this device. It doesn't depend on an electrical supply so it provides coverage under all circumstances.

A device to give both early warning of engine troubles and an indication of where the trouble lies is the Graviner oil mist detector.

This measures the density of the oil mist in selected areas of the crankcase, the theory being that if a bearing starts to run hot, the oil mist density will increase and the fault will be detected in time to prevent major damage to the engine.

This unit is not cheap, costing around £2,000, but in relation to the high costs which might be incurred through damage to the engine, apart from any danger involved, this could be a sound investment on larger trawlers.

Like the Sentinel, the Graviner system can either be connected to an alarm, an engine shut-off or on idle control.

DAG PIKE



Above: the Graviner Oil Mist Detector which can find engine trouble before it gets serious. Left: corrugated protective covering for high pressure fuel lines, with the flexible drain pipes below, seen fitted to a Lister diesel.

# The versatile, efficient Simrad SL Sonar

Detection of fish, wrecks, banks, pipelines, obstacles, ground discrimination or navigational assistance —

Whatever your requirements — the Simrad SL Sonar is ideal for you.

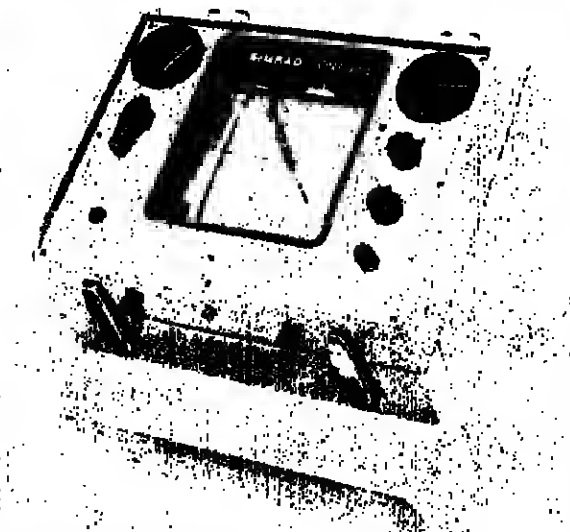
- Automatic search programmes
- Full coverage around the vessel to 1500m
- Simple to operate — one control for transducer tilt and bearing
- Compact — suitable for smaller vessels
- Easy to service

Simrad has the largest range of sonars and sounders in the world.

Ask your local Deco dealer for full details.

**SIMRAD**  
**DECCA**

Deco Radar Ltd are agents for Simrad in U.K. and Eire.  
Deco Radar Ltd, 100 Albert Embankment, London, SE1 7BQ. Tel: 01-733 5111.



DAG PIKE

## FIT A SHELTERDECK

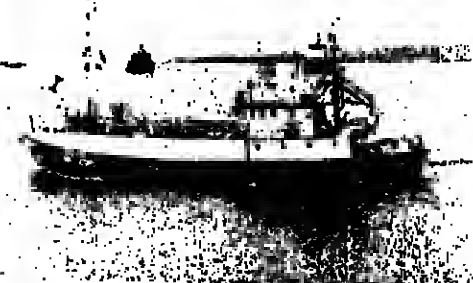
and improve  
**STABILITY  
FISH QUALITY  
CREW COMFORT  
EFFICIENCY**

"FLOWING TIDE" Conversion designed and supervised by

**NAPIER CO. (ARBROATH)**  
LINDSAY STREET, ARBROATH, SCOTLAND

Telex via Chamcom Dundee 76243. Telephone 02414-5112

Designers of fishing vessels of all types and sizes



## MITCHELL'S (FRASERBURGH) LIMITED

wish Skipper John West  
"Good Fishing!"  
We built the Shelter Deck  
for his boat *Flowing Tide*

ALL TYPES OF STEEL SHIP REPAIRS  
CASINGS — WHALESACKS FUEL AND WATER TANKS  
METALIFE APPLICATIONS

19 RECLAIMED GROUND, FRASERBURGH

Tel No. 2021/202





# Catches and Prices

## GRIMSBY

£31,173: *Boston Boeing*, Boston (Sk. C. Newton), 1,500 kits, WS, 23 days.  
 £25,246: *Ross Revenge*, BUT (Sk. J. Meadows), 1,527 kits, 1, 22 days.  
 £24,563: *Ross Kelvin*, BUT (Sk. T. Pembroke), 1,442 kits, 1, 22 days.  
 £16,465: *Lord Jellicoe*, BUT (Sk. W. Sate), 800 kits, 1, 20 days.  
 £14,602: *Ross Juno*, BUT (Sk. J. Roberts), 1,113 kits, 1, 23 days.  
 £12,057: *Port Vale*, Consolidated (Sk. P. Blaney), 938 kits, 1, 19 days.  
 £11,846: *Northern Gift*, BUT (Sk. D. Pulfrey), 985 kits, 1, 21 days.

## Middle water

£21,648: *Ross Tiger*, BUT (Sk. J. Gordon), 1,393 kits, W, 14 days.  
 £19,862: *Ross Civet*, BUT (Sk. A. Redpath), 799 kits, F, 17 days.  
 £17,363: *Ogano*, Taylor (Sk. G. Drewery), 1,173 kits, F, W, 15 days.  
 £18,615: *Ross Cheetah*, BUT (Sk. T. Ross), 1,251 kits, W, 15 days.  
 £17,391: *Ross Panther*, BUT (Sk. W. Stokes), 987 kits, W, 14 days.

## North Sea

£7,808: *Tom Grant*, Lindsey (Sk. A. Wraith), 335 kits, NS, 13 days.

## Sainers

£5,806: *Limanda*, Richardson (Sk. H. Thomsen), 239 kits, NS, 16 days.  
 £5,434: *Linda Lise*, Richardson (Sk. C. Olesen), 229 kits, NS, 18 days.  
 £5,311: *Bekimael*, Consolidated (Sk. A. Bojen), 187 kits, NS, 17 days.  
 £5,317: *Kesteven*, Sleight (Sk. J. Olesen), 271 kits, NS, 20 days.  
 £5,296: *Karen*, Richardson (Sk. E. Sveinsson), 196 kits, NS, 20 days.  
 £4,971: *Rasmine*, Chapinan (Sk. V. Thomsen), 216 kits, NS, 17 days.

## Pair teams

£7,558: *Laurids Skomager* (Sk. Jorgen Bojen), 350 kits, and £7,558: *Ann Charlotte* (Sk. R. Collins), 350 kits, both John R, NS, 8 days.  
 £7,372: *Samantha* (Sk. H. Thinnesen), 376 kits, and £5,856: *Tino* (Sk. P. Thinnesen), 296 kits, both Richardson, NS, 16 days.  
 £5,569: *East Bank* (Sk. J. Lee), 273 kits, and £4,945: *Searcher* (Sk. B. Nejrup), 234 kits, both Sleight, NS, 9 days.  
 £3,507: *Melissa Louise* (Sk. M. Clark), 223 kits, and £3,390: *Ellen* (Sk. A. Thinnesen), 253 kits, both Richardson, NS, 16 days.

## HULL

£37,939: *Lord Nelson*, BUT (Sk. A. Atkinson), 1,903 kits, WS, 24 days.  
 £29,149: *Ross Altair*, BUT (Sk. T. Nielson), 1,499 kits, 1, 20 days.  
 £25,708: *Ross Canaveral*, BUT (Sk. J. Berry), 1,484 kits, 1, 20 days.  
 £21,905: *Arctic Vandal*, Boyd (Sk. W. Lewis), 1,005 kits, G, 24 days.  
 £21,115: *Benella*, Marr (Sk. R. Beamish), 1,012 kits, 1, 20 days.  
 £19,904: *Arctic Cavalier*, Boyd (Sk. J. Boyle), 1,468 kits, 1, 21 days.  
 £19,729: *Kingston Pearl*, BUT (Sk. S. Morrell), 979 kits, 1, 20 days.  
 £17,335: *Ross Resolution*, BUT (Sk. J. Tripp), 1,029 kits, 1, 20 days.

## Sainers

£10,214: *Rosenborg*, Boston (Sk. J. Dam), 471 kits, 16 days.  
 £6,589: *Christiansborg*, Boston (Sk. E. Dam), 2,089 kits, 21 days.  
 £5,569: *Guldborg*, Boston (Sk. H. Kristensen), 341 kits, 10 days.  
 £3,328: *Sonderborg*, Boston (Sk. A. Hinde), 144 kits, 20 days.

## FLEETWOOD, Lohland

£22,275: *Iruana*, Marr (Sk. A. Wignall), 1,103 kits, 19 days.  
 £20,601: *Ella Hewett*, Hewett (Sk. J. Buckley), 1,090 kits, 18 days.  
 £19,518: *Wyre Defence*, Wyre (Sk. G. Wright), 1,011 kits, 19 days.  
 £16,538: *Boston Crusader*, Boston (Sk. R. Formby), 1,013 kits, 20 days.

## Home water

£12,501: *London Town*, Hewett (Sk. J. Kelly), 658 kits, 13 days.  
 £9,868: *Wyre Revenge*, Wyre (Sk. W. Spearpoint), 596 kits, 17 days.  
 £9,367: *Mount Melleray*, Wyre (Sk. B. Andrews), 479 kits, 14 days.  
 £6,740: *David Wilson*, Hazael (Sk. J. Banks), 396 kits, 15 days.  
 £2,626: *Marie Jacob*, Boston, 29 kits, 7 days.

## Near water

£5,282: *Resound*, Ward, 344 kits, 13 days.  
 £4,252: *Replenish*, Ward, 290 kits, 12 days.  
 £2,506: *Rosamonda*, Ward, 72 kits, 6 days.  
 £2,459: *Forrards*, Ward, 81 kits, 12 days.  
 £2,039: *Deevale*, Bird, 51 kits, 14 days.

## ABERDEEN

£18,821: *Glen Moriston*, Marr (Aberdeen) (Sk. J. Chisholm), 954 kits, F, 15 days.  
 £18,156: *Grampian Monarch*, North Star (Sk. R. Catto), 985 kits, F, 12 days.  
 £18,095: *Admiral Nelson*, John Wood (Sk. R. Pirie), 1,058 kits, F, 14 days.  
 £13,221: *Ross Heron*, BUT (Sk. J. Glasgow), 808 kits, S, 11 days.  
 £12,636: *Admiral Mountbatten*, George Wood (Sk. J. Wood), 672 kits, S, 9 days.  
 £10,101: *Castal Empress*, North Star (Sk. W. Morgan), 819 kits, S, 12 days.

## LOWESTOFT

£10,740: *Barnby Queen*, Talisman (Sk. C. Craig), 430 kits, NS, 12 days.  
 £9,088: *Suffolk Venturer*, Hobson (Sk. H. Baxter), 336 kits, NS, 11 days.  
 £9,040: *St. Patrick*, East Coast (Sk. D. Besford), 361 kits, NS, 11 days.  
 £8,153: *Boston Sea Dart*, Boston (Sk. A. Quantil), 305 kits, NS, 12 days.  
 £7,892: *Farnham Queen*, Talisman (Sk. B. Turrell), 282 kits, NS, 10 days.  
 £12,631: *Boston Shackleton*, Boston (Sk. A. Jenner), 326 kits, NS, 11 days.

## GRANTON

£14,366: *Arctic Riever*, Liston (Sk. A. Wanless), 1,174 cwt., NS, 9 days.  
 £12,676: *Arctic Invader*, Liston (Sk. P. Wanless), 1,005 cwt., NS, 10 days.  
 £12,146: *Arctic Hunter*, Liston (Sk. A. Wood), 920 cwt., NS, 9 days.

## NORTH SHIELDS

£15,807: *Ben Edra*, Irvin (Sk. R. Palmer), 77,383 kilos, NS.  
 £14,823: *Ben Strome*, Irvin (Sk. E. Longhorn), 45,449 kilos, F, 15 days.  
 £11,619: *Maureen June*, Irvin, 38,323 kilos, NS.  
 £8,829: *Ben Glas*, Irvin (Sk. S. Shearer), 24,178 kilos, NS.  
 £4,525: *Lothian Rose*, Irvin (Sk. R. Clark), 14,345 kilos, NS.

£2,789: *Bishop Burton*, Newington (Sk. T. Fairley), 10,955 kilos, NS.  
 £2,465: *Sharon Vale*, A.F. (Sk. D. Moody), 8,556 kilos, NS, 4 days.

## MILFORD HAVEN, Irish Sea

£6,272: *Rosevear*, Norrard (Sk. A. Simpson), 290 kits, 13 days.  
 £5,872: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 224 kits, 14 days.  
 £3,449: *Picton Sealion*, Norrard (Sk. T. Salter), 157 kits, 13 days.  
 £1,627: *Westerdale*, Norrard (Sk. F. Reynolds), 37 kits, 7 days.

## HUMBER VESSELS DUE

### GRIMSBY

Expected during the week from Iceland: *Bonnie*, *Belgium*, *Boston Comanche*, *Caroline*, *Prince Charles*, *Ross Kelly*, *Ross Ramillies*, *Ross Rodney*, *Vivienne*, *From Faroes and Western: Hondo*, *Kyoto*, *Lepanto*, *Lucerna*, *Nanoo*.

Expected during the week from Iceland and White Sea: *Hammond Innes*, *Somerset*, *Mougham*, *St. Geronitus*, *Primella*, *Portia*, *Loch Eriboll*.

## PORT MARKETS

TUESDAY, JUNE 1: *GRIMSBY*. A good supply of 7,500 kits from five ships met a good demand. Prices: shelf cod, £2.20/£2.70; codling, £1.50/£2.20; large haddock, £2.20/£2.40; medium, £1.80/£2.20; small, £1.50/£1.80; coley, £1.10/£1.20.

rockfish, £1.10/£1.30; rellfish, £1.10/£1.40, per stone. From Faroes and Western: Prices: cod, £2.20/£2.80; codling, £2.20/£2.70; large haddock, £2.50/£2.75; medium, £2.20/£2.50; small, £1.80/£2.00; coley, £1.10/£1.20, per stone.

### HULL

3,881 kits from three distant water vessels. Prices ranges per 10 stone kit, heads on: shelf cod, £2.55/£2.80; shelf codling, £1.50/£2.50; shelf haddock, £1.50/£2.50; coley, £1.0; bergyls, £1.50/£1.60; haddock, £2.25/£2.50. No distant water prices, bulk codfish or bulk haddock.

### FLEETWOOD

Prices: English shelf cod, £2.10/£2.7; bulk, £1.50/£2.20; sprays, £1.40/£2.50; large plaice, £2.20/£2.60; lemon sole, £2.20/£2.50; small, £2.20/£2.50; haddock, £2.20/£2.50; ling, £1.70/£2.00; hake, £2.80/£3.00; coley, £1.70/£2.00; mackerel, £2.00/£2.20; roker, £2.00/£2.20; whiting, £2.50/£2.70; guinard, £1.50/£1.80; turbot, £3.00/£3.50; per unit: Icelandic shelf cod, £2.20/£2.50; bulk, £2.10/£2.50; sprays, £2.20/£2.50; dabs, £1.50/£1.70; redfish, £1.60/£2.20; tuks, £1.70/£1.50; large haddock, £1.80/£2.30; medium, £1.80/£2.30; small, £1.20/£1.50; rockfish, £1.50/£1.70; coley, £1.50/£1.50; mackerel, £2.00/£2.50; lemon sole, £2.40/£2.40; whiting, £1.60/£2.00; mack halibut, £2.30/£2.40; kit, halibut, £1.50/£1.50, per unit.

### LOWESTOFT

Prices: large cod, £2.00/£2.50; large plaice, £2.40/£2.70; medium, £2.20/£2.70; small, £2.20/£2.50; codling, £1.50/£2.30; large haddock, £2.50/£3.00; small, £1.50/£1.80; large turbot, £1.05/£1.20; small, £55/£60; whiting, £7.50/£10; lemon sole, £5.50/£6.00; Dover sole, £1.20/£1.40; slips, £1.20; brill, 40p/43p; guinard, £7/£12; dabs, £1.50/£1.50; monkfish, £1.40/£1.50; dogfish, £8; rockfish, £1.80/£1.80, per 100 lb.

### NORTH SHIELDS

Prices: cod, £1.50/£1.70; sprays, £1.50/£1.50; medium codling, £1.20/£1.20; selected small, £1.20/£1.70; small, £0.50/£1.10; large haddock, £1.50/£1.60; selected small, £1.50/£1.75; small, £1.10/£1.70; whiting, £1.40/£1.55; lemon sole, £1.25/£1.25; plaice, £1.40/£1.40, per 40 kilo unit.

### MILFORD HAVEN

Prices: cod, £0.60/£1.7; haddock, £1.40/£1.0; large plaice, £1.20/£1.20; Dover sole, £0.60/£1.20; hake, £1.40/£1.50; monkfish, £1.70/£1.80; rockfish, £2.10/£2.10, per 84 kit.

## BILLINGSBATE

ON THURSDAY 142 tons were delivered. Average selling prices on merchants' stalls: Salmon, £1.20/£2.50; Scotch, £1.10/£2.50; Irish, £1.10/£2.50; Grilse, £1.10/£1.40; salmon trout, 55p/£1.40; coley, langoust, 45p/50p; slips, 50p/60p; medium, £1.30/£1.55; large, £1.05/£1.15; eels, 80p; foreign smoked salmon, £1.80/£1.90; large turbot, £1.20/£1.10; medium, £1.70/£1.40; small, £1.40/£1.30; large brill, £0.60/£1.7; medium, £1.40/£1.50; small, £1.20/£1.30; Danish plaice, 19p/21p; £1.40/£1.80; large halibut, £7/£11.20; medium, £8.40/£11.90; small, £4.20/£6.30; selected lemon sole, £3.50/£5.20; large cutch, £2.20/£3.00; small, £1.75/£1.90; headless home water cod, £3.70/£3.80; fillets, chair cod, £5.20/£5.80; bulk, £4.20/£4.50; coalfish, £2.10/£2.60; haddock, £5.60/£6.00; home water haddock gibbers, £1.20/£1.30; jumbos, £1.20/£1.50; small English dogfish, £4/£4.30; large, £5.40/£6.80; mackerel, £2/£2.40; fresh herrings, £3.10/£3.00; London cured dry haddocks, £0.50; dry fillets, £8; golden cutlets, £8;

filleted kippers, £3.50/£4; selected, £2.60/£3.80, per stone.  
 Shellfish  
 Crabs, over 3lb, 18p/40p; under 3lb, 10p/20p; small, 8p/10p; prawns, 62p/8p; per lb; Scotch winkles, 50p, per cwt; whelks, £3, per bushel; Eddles, £1.25/£1.40, per gallon.

Frozen fish  
 Pacific NA salmon, 90p/95p; Canadian halibut, 90p/95p; salmon, £1.40/£2.30; snappers, 28p; hake, 45p; grey mullet, 45p; barbon, 50p; yellow tar, 45p, per lb; fillets, plaice, £7.68; cod, £5.60/£5.60; haddock, £5.60; squid, £3.50; kippers, 23p/£4, per stone.

RETAIL PRICES  
 AVERAGE national retail prices on Tuesday, June 2, as supplied by the National Federation of Fishmongers, are: cod fillets, 86p, up 1p; haddock fillets, 86p, up 1p; coley fillets, 86p, up 1p; plaice fillets, no change; mackerel, 71p, down 3p; herring, 34p, down 4p; kippers, 48p, down 2p; skate, 88p, no change; dogfish, 50p, down 4p; per lb.

## ALL SHELLFISH

Daily Deliveries Required  
**R. BLOOMFIELD (Billingsgate) LTD**  
 127-128 BILLINGSGATE MARKET, E.C.4A  
 Daily Sale Accounts, Phone: 01-268 7320-7349, Telex: 440000  
 CABLES SENT ON REQUEST

# Fishermen hit out at BIM over limits

FISHERMAN in south west Ireland have sharply criticised Bord Iascaigh Mhara (BIM) for what they claim to be its failure to campaign for a "reasonable" fishing limit and for its alleged lack of policy on fish marketing.

Organised by the South/Western Regional Development Organisation, a meeting of fisherman in Dingle demanded a 200-mile limit for EEC countries and a 50-mile exclusive limit for Ireland.

The fishermen decided that the Junior Minister for Fisheries, Michael Pat Murphy, should be informed of the situation in Dingle, where Galatarr

## Coblemen win road tax fight

REDCAR fishermen have won their battle with the tax man. They will not have to pay a massive road tax increase on the tractors which tow their boats to the sea.

Back in January, local licensing authorities withdrew a longstanding concession which put their tractors on the same £6.65 a year tax level as agricultural tractors. The new rate then became £14.

The fishermen, who use these tractors, only travel 10 miles a year on the road and now a letter from Mr. D. Davies, Minister of State for the Treasury, to Cleveland MP, Mr. J. Tinn, said that the concession was going to be renewed and that a clause would be introduced to the Finance Bill at present being drawn up.

# ICELAND DEAL

from page one

The official text of the deal signed with Iceland in Oslo on June 1 runs:

1. The Government of the United Kingdom will ensure that the British fishing effort in the water referred to the fisheries zone of 200 nautical miles will be limited to an average of 24 trawlers a day, defined in terms of trawler days per month as in the memorandum at annex 1.

2. Within the limits referred to in paragraph 1 above fishing will only be conducted by trawlers whose names appear on the list in annex 2, which is derived from the list established for the purposes of the interim agreement of November 13, 1973.

3. The Government of the United Kingdom will ensure that the conservation area of the interim agreement, as amended by the Icelandic authorities after the expiry of that agreement will be respected by British trawlers during the periods provided for.

(C) The areas referred to in paragraphs (A) and (B) above are more precisely defined in the schedule at annex 3.

4. In order to protect concentrations of young spawning fish within the sea around Iceland, the Government of the United Kingdom will ensure that British trawlers will abstain from such fishing operations in such areas and during such periods as will be prohibited for Icelandic fishing vessels by the competent Icelandic authorities. Such measures, which will be objective and scientific criteria and which will not discriminate in fact or in law will be duly notified to the Government of the United Kingdom.

5. As a further contribution to the conservation of the fish stocks around Iceland, the Government of the United Kingdom will ensure that British trawlers will comply with the measures listed in annex 4.

6. The Government of the United Kingdom will ensure that the position of British trawlers fishing in accordance with the provisions of this agreement and the progress of their catch will be notified to the Icelandic authorities as specified in the memorandum referred to in paragraph 1.

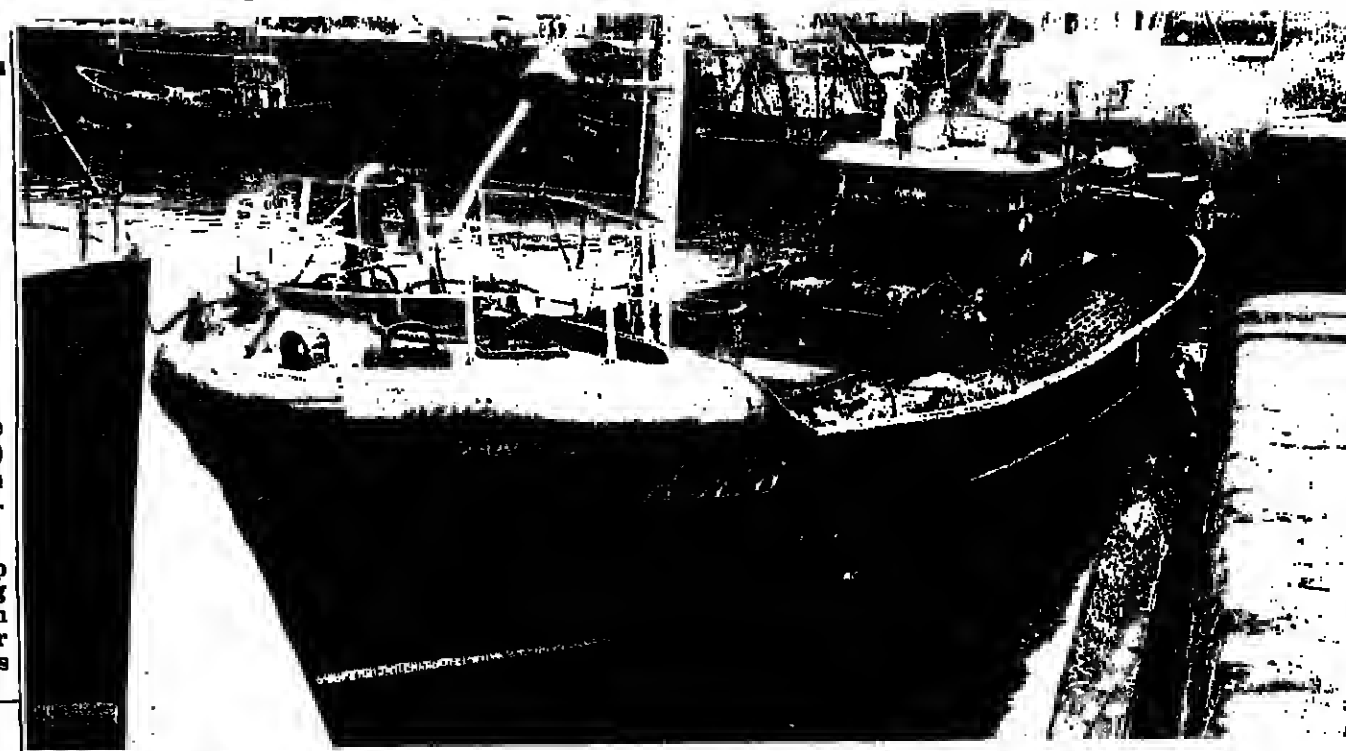
7. Should a vessel be discovered fishing contrary to the terms of the agreement, the appropriate Icelandic authorities shall have the right to stop it and investigate, and, if an infringement is suspected, to summon the nearest British support vessel. Any trawler found to have violated the terms of the agreement will be crossed off the list.

8. The Government of the United Kingdom will forthwith invite the European Economic Community to apply, as soon as the necessary arrangements can be made, the provisions of Protocol No. 6 to the agreement of July 22, 1972, between the Government of Iceland and the Community.

They will also use their best endeavours to ensure that the tariff concessions provided for in that protocol will be applied at the level which they would have reached had it been in force since 1973.

9. Nothing in this agreement shall be considered to prejudice the views of the parties with regard to the mutual limitation of their areas of jurisdiction.

10. This agreement shall have a duration of six months from the date of its entry into force. After its expiry, British vessels will fish within the waters defined in the Icelandic regulations of July 15, 1976, only to the extent provided for in arrangements agreed with the Government of Iceland.



Dandara, one of Aberdeen's last remaining Sputnik-class pocket trawlers, has been sold to West Coast owners.

# New role for 'Sputnik'

## — Seining off west coast

ONE of the few remaining Sputnik-class pocket trawlers to fish from Aberdeen, the 73ft. *Dandara* has been sold to owners on the west coast of Scotland.

At one time Aberdeen owned about 20 of these small steel side trawlers,

the majority of which were built in the 1950s and early '60s, but many have since been sold to owners elsewhere.

*Dandara*, built at the Fairmile shipyard at Berwick on Tweed in 1961, was owned by the Nigg Fishing Co. and her agents were the North Star Fishing Co. of Aberdeen. She was the last shore-owned Sputnik to work from the port.

For the last 12 years, or so, she has fished under Skipper

Sam Anderson and usually worked well inshore off Aberdeen and as far south as Arbroath.

She was recently sold to Tom Young of Kilmarnock, and sailed through the Calvechan Canal and down to Tron where she will be converted into a seiner-trawler.

Modifications are to include a new wheelhouse which has been designed by the Napier Co. of Arbroath. With an overall length of

71ft. and beam of 19ft. 6in., *Dandara* has a Lister Blackstone engine of 264 hp which drives a Stock and Perr variable pitch propeller. When conversion work is complete she will fish from Oban.

HULL closed last week with a disappointing demand at the Friday fish sales. Both of the distant water trawlers landing had been in the Icelandic coast, but their earnings fell below the £20,000 mark.

# fish farming international

## THE QUARTERLY JOURNAL FOR EVERYONE IN FISH CULTURE

First published as a book in three volumes, FISH FARMING INTERNATIONAL created such interest and offered such concentrated information that it is now published regularly every quarter in magazine style.

A great deal has been talked about the fish farming industry, particularly in the last decade. It has often been hailed as the salvation of the world's fishing industries, at the same time there have been many mistakes, misconceptions and failures.

FISH FARMING INTERNATIONAL sets out in clear, practical language to present to its reader studies of existing successful fish farms on a wide variety of different species; contributors from around the world discuss their own research and experiments; reviews of the latest equipment and products.

Whether you are already concerned with aquaculture or just considering the possibilities, or if you are a supplier to this growing industry or involved academically, FISH FARMING INTERNATIONAL quarterly is an essential part of your equipment.

Complete the coupon below for more details and subscription form, without obligation.

TO: ARTHUR J. HEIGHWAY PUBLICATIONS LTD.  
 LUDGATE HOUSE, 110 FLEET STREET, LONDON EC4A 2JL

Please send me further information about the new FISH FARMING INTERNATIONAL

Name .....

Company .....

Address .....



